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	the newly	
9 6	constructed railroad tunnel near Schwarzenberg on the line to Johann- georgenstadt has two tracks and is 216 meters long, seven meters wide an six meters high at the apex. The concrete walls of the tunnel, which wa opened on 22 June 1951, are not provided with niches. About 400 men were amployed on the construction of the tunnel; 43 of them were killed by ca make rocks. The Schoening wal Dressel firm, which was the contractor for construction work, was subjected to constant pressure by the Soviets, wh	ving- in the
70	1 2/ 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	323
]	It railroad branch lines including the Possendo Dresden, Heiseig-Duerrchrsdorf, and Grossdorf-Hohnstein lines are earmarked for dismantling with a view to having reserve stocks of rails available.	
	On 21 June 1951, it was observed that a second track is being laid on the Pankow-Karow railroad line, which is a feeder line for the northern section of the Berlin Outer Freight Ring. Asils, ties and ballast are already available. The bridge over Rhoenstrasse in Blankenburg, a steel structure with a permissible axle pressure of 20 tons, is completed. The steel construction for the bridge in Pankow, which also crosses Rhoenstra and will have the same load capacity as the bridge in Blankenburg, is become at the firm baske in Pankow and is said to be delivered soon. The concrete sections of this bridge are nearing completion. (6)	e 1830
(1)	Comments. This refers to a section of the Berlin-Mauen railroad line. The section from Falkensee to Mauen is scheduled for electrification by the end of The Spandau/West - Staaken line is a section of the Berlin - Rathenow I Michterfelde-Ost and Teltow are on the Berlin-Justerbog line. According Seviet Zone press reports, this project was completed already on 10 Jul 1911. The electrification of the three lines will extend the Berlin	ine. to
(2)	2 Lahn system. The construction of the new railroad regulating station between Frankfund the Mar Rier bridge was reported previously.	rt/0der 50X1-HUM
(3)	The intended reconstruction of the second track on the reakfurt/Oder -	- Cuben 50X1-HUM
	line was reported previously. The improvement of the Weubukow railroad station, which serves as a poldetraining for the Justrew AAA range, was reported previously. The sid which is adequate for a train of 120 axles may be assumed to be about maters long.	int of ing 150
(5)	The construction of a second track on the Aue-Schwarzenberg-Johanngeor stadt line has been under way since 1949. The section from Aue to Ochw. berg was completed in the summer of 1950. Jork on the Schwarzenberg-Johanngeorgenstadt line is still going on. Due to the mountainous character this varion, the line requires the construction of many tunnels and br	ienn- of
:(6	This refer: to a section of the Berlin-Abersvalde railroad line. The a constructed single-track Karow-Basdorf-Oranicabura section of the Berl	ovly in

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Outer Freight ding was last reported